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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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MARTINI ROSSI
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IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
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SOOTHED, QUIET FEELING.
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ESTABLISHED A.D. 1841. [a1381]

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Price \$11.00 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
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Distillations of the
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903. [a1451]

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MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
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MOTOR CYCLES, MAIL CARTS,
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Stock. First-class workmanship guaranteed in
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PRODUCE the Highest Class AERATED
WATERS in the Far East on account
of their High Class Machinery and also of the
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under strict supervision of Europeans only.
BOTTLED BY AN EXPERT.
The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
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a great many. He also reported that the
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General Managers.
Hongkong, 11th May, 1904. [122]

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**THE HONGKONG STEAM WATER-
BOAT CO., LD.** is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
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Manager,
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Hongkong, 13th June, 1903. [1478]

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10, ICE HOUSE STREET.
Lately Occupied by Club Eclair.

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to supply a long-felt want, of a really
FIRST CLASS PRIVATE HOTEL.
Rooms most Elegantly Furnished. Comfort
of Visitors will be made a Special Study.
Absolute Cleanliness Guaranteed. Cuisine a
Speciality.
Premises centrally situated away from the
noise of traffic.
For terms apply after 25th inst., to—
B. F. HOWARD,
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Hongkong, 14th June, 1904. [1468]

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FILMS,
AND ACCESSORIES.**

DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.
LONG, HING & CO.,
PHOTO GOODS STORE,
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Hongkong, 21st December, 1903. [a38]

NEW STOCK
SUMMER UNDERWEAR
SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 10th May, 1904. [34a]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.
Very soft, palatable, and pure.
EVERYBODY SHOULD TRY THESE ITEMS

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CONSULTING ENGINEERS AND NAVAL ARCHITECTS

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Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.
CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.
A large stock of CANADIAN ASBESTOS and ASBESTOCELS Goods Kept.
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Telegram Address: "MARINEWORK."
Telephone No. 358. [a1153]
Hongkong, 1st May, 1904.

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LARGE STOCK
OF
LIGHT RAILWAY MATERIAL
ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904. [a363]

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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TENNENT'S "RED T" BRAND.
TENNENT'S PILSENER BEER.
TENNENT'S INDIA PALE ALE.
TENNENT'S MUNICH BEER.
TENNENT'S STOUT.
BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.
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WINE AND SPIRIT MERCHANTS.
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Hongkong, 15th June, 1904. [a35]

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FAMILIAR BEVERAGE
STONE GINGER-BEER
"CLEPT" "POP."

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WATKINS LIMITED
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING.
AT CANTON, SHANGHAI, HANKOW and PEKING. [a374]

THE
LAHMEYER ELECTRICAL CO. LD.
LONDON
AND
**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
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CONFECTIONERY !!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
TOM SMITH'S CRACKERS.
PLUM PUDDINGS.
DATES, FIGS, RAISINS, ALMONDS AND NUTS.
(STILTON, CHEDDAR, GORGONZOLA, RO. ULFORT, CAMENBERT,
CHEESE, SAVOIE, CREAM, HILL, MACLAREN'S and YOUNG AMERICAN
CHEESE.
YORK HAM and BEST ENGLISH BACON. TOYS TOYS.

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No. 38, QUEEN'S ROAD CENTRAL.
Manufacturers of Hand-made Pure
HAVANA CIGARS and CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

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GRANITE AND MARBLE MERCHANTS,
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Sole Agents of
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All descriptions of
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Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 11th June, 1904. [10]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY REPECT
Elegantly Furnished Reading, Draw
Music, Ping-pong and Smoking Rooms
Private Bar and Two Billiard Rooms
Hotel Residents
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with Euro
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric F
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Hot and Cold Water throughout.
Wines and Groceries specially imported
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Wines cooled by Hotel refrigerators.
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Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a48]

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PEAK HOTEL

Admirably Situated. Sheltered from
North-East Monsoon and Open to the Sea
West Monsoon.
A COVERED GANGWAY LEAD
FROM THE TRAMWAY TERMINU
INTO THE HOTEL.
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Town Office: 7, DUDDELL STREET. [a9]

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a108]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER. [a49]
Hongkong, 31st October, 1902.

MACAO

AND
**CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,
Proprietor. [a1362]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER. [a224]

SUPREME COURT.

Thursday, 23rd June.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ADJUDICATION.

Mr. G. K. Hall Brutton, solicitor, appeared in support of an application by the Hong Yik firm for adjudication on their estate. He stated that a meeting of creditors had been held at which it had been resolved to apply for adjudication, and that the managing partners had been publicly examined.

His Lordship asked the Official Receiver (Mr. Bruce Shepherd) if there was any objection?

The Official Receiver—No.

His Lordship granted adjudication and appointed the Official Receiver trustee.

RECEIVING ORDER.

The Yee Yuen firm applied for a receiving order on the estate of Wong Chuk Yau, deceased. Mr. E. J. Grist, of Messrs Wilkinson and Grist, solicitors, appeared for the petitioning creditors. Affidavits had been filed, he said, which showed that the estate was insolvent and that there was a considerable amount of property outstanding. This application was made under Section 81 for the estate to be administered in bankruptcy. The order they applied for was Form No. 9, that the estate be administered in bankruptcy, the Official Receiver appointed trustee, and the costs of the application be paid out of the estate.

Pan Sing Chue, the managing partner of the petitioning creditor firm, was called. He stated that Wong Chuk Yau owed them \$25,000. They had security for some of it in the form of shares in the company which the deceased held in his firm.

His Lordship granted the order as applied for. The Court adjourned.

PENANG SKIPPER IN TROUBLE.

AN IRISHMAN'S PROBLEMS.

Timothy O'Brien, a master mariner, appeared before Mr. A. T. Bryant at Penang on the 13th inst. in answer to three charges of assault and one of trespass, in the Prince of Wales Hotel, Chulia Street.

Margaret Marshall, proprietress of the Prince of Wales Hotel, said defendant went to the hotel on the previous day and offered to pay her \$40 towards his old account, if she would give him lodgings. She refused, having had occasion to turn him out of the house before. Accused used abusive language and said he wanted to see her husband. Her husband came, and told O'Brien he did not want to have anything to do with him, and to get out. Meanwhile Mrs. Marshall caught accused by the arm and took him out. Accused suddenly turned round and hit her with his fist. William Vincent and Mr. Marshall corroborated the evidence of Mrs. Marshall, and said they saw O'Brien strike her. The evidence of the police was heard, and as O'Brien's evidence was unsatisfactory he was sentenced to pay \$5 on each account, viz., trespass and assault of Mrs. Marshall.

O'Brien was further charged with having at 9 o'clock the same night insulted Mrs. Marshall and assaulted a P.C. Accused denied both charges. Mrs. Marshall stated that accused came back at 9 p.m. and said to her "You sent me to the lock-up" and spat upon her. William Vincent corroborated this evidence. The P.C. stated that he was called by Mrs. Marshall and told to arrest accused, but the latter immediately knocked him down. He got up and with the assistance of a European constable arrested the man. The accused said that he did not remember anything as he was not very sober.

His Worship said that the third charge was a more serious one. Accused would be sent to goal for one month for assaulting Mrs. Marshall and would be fined \$5 for the assault of the P.C.

THE RAUB GOLD MINE.

The Departmental Report of the Federated Malay States for 1903 has the following paragraph with regard to the Raub Australian mine:

In 1902 nearly a thousand tons less were crushed than in 1903, yet the amount of bullion obtained in 1903 shows a decrease of 4,237 ounces. The manager writes on this subject as follows:—"This falling-off is not due to impoverishment in depth so much as to the fact that we are now mining practically everything as it comes without any picking and choosing, and much of the stone broken is that which had been previously rejected as worthless. A cyanide plant is now being erected by this company to treat the accumulation of tailings of past years. Mr. Warnford Lock has been for a long time experimenting on these tailings, and he now writes that the success of his experimental treatment has resulted in the designing of a new plant on novel lines which will establish a record for economy and efficiency. It is a pleasure to record the fact that the Government and this company have agreed to sink a shaft at their joint cost to a depth of 1,500 ft., if the results at intermediate levels between this depth and the present workings at Bukit Koman justify the expenditure. The Government are desirous of proving the existence of lodes in depth, and the Raub Company are equally anxious to do so on their property, so therefore no better policy could be pursued than sinking this shaft, each party sharing the cost. At the end of the year the shaft, which is 18 ft. by 5 ft. in diameter, had reached a depth of 227 ft. Further economies in the cost of mining and millstone wheels were effected as the steam pumping and winding machinery is being replaced by electrically driven plant. On this property everything is being done that can be done to reduce the cost of mining and milling, and it is probably no exaggeration to say that we may soon see in the Malay Peninsula a mine being worked where the low cost for mining and milling will be difficult to beat."

POLICE COURT.

Thursday, 23rd June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

BURGLARY.

Inspector Collett charged a Chinaman with burglary. The story was that at 11.30 p.m. on the previous night the man broke into No. 474, Queen's Road West by heading in one of the iron rods of a barred window, after cutting the woodwork away with a chisel. He then made his way to the upper storey by means of a staircase, and broke open a pigskin box. From this he took a quantity of clothing valued at about \$100, and threw it out of the window. He was about to retrace his steps when the master of the house returned. The robber quickly jumped out of the window, holding on to the sill, while his feet rested on a moulding. The master, seeing at once what had happened, raised an alarm. The foki ran down into the lane. In the meanwhile the housebreaker dropped from his perch and ran to a wicker fence. While trying to escape through this the foki tore his jacket into four pieces. The robber also lost his shoes, and sprained his ankle. The foki next grabbed him by the queue, but the other, in a mad dash for liberty, left the greater part of his "pig-tail" behind. Of course the hair was mostly false, but one fair-sized tuft had been pulled out by the roots. The police now joined in the pursuit, the chase being a long one. The man was finally run to earth in the ruins of a burned house in Des Vaux Road West. He was quoness, his hair hanging loosely at the back of his head. One of the legs of his pants was missing, the missing piece being in the foki's hand.

The prisoner was sentenced to six months' imprisonment and six hours' stocks.

UNLAWFUL POSSESSION.

Inspector Langley charged a Chinese boatman with unlawful possession of 28 piculs of peas, valued at \$140, reasonably believed to have been stolen, and with having no boat licence.

The man was fined \$100 or three months' imprisonment on the first charge, and \$5 or 14 days' imprisonment on the second.

ARMED ROBBERY.

Inspector Macdonald charged a fifth man in connection with the armed robbery which occurred at Pakshulung on the 11th inst. It appears that on the night in question five men came down into the backyard of a house from the roof, assaulted the occupants and threatened them with a revolver and other arms. They stole property to the value of \$81. The four previous defendants were put into the dock alongside their alleged comrade. One of them was arrested shortly after the robbery occurred, and the other three within a few hours of it. The man, like the other four, was committed for trial.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ALLEGED KIDNAPPING.

Chief Detective Hanson charged a woman with kidnapping a Chinese girl about 15 years of age. Mr. O. D. Thompson, solicitor, appeared for the defence. The defendant a rather well-dressed Chinese woman wearing no less than ten gold finger rings and a quantity of other jewelry, was very passive and expressionless. She stood quietly with her eyes somewhat downcast, fanning herself gently in the most unconcerned manner. The child, as well as her mother and father, gave evidence, the story of the prosecution being briefly as follows:—"The mother of the girl went to her native country on a visit on the 11th inst., not returning till the 20th inst.; the father seemed to have had very little to do with his daughter. On the 20th inst. the mother returned and found her child missing; the little girl, in fact, had been away from home for three days. The woman reported the matter at the Police Station. Some little time later the girl herself appeared at the Police Station also, and informed the Inspector that some people were trying to make her a prostitute against her will. She said she had first accompanied the defendant to the defendant's house, No. 122, Hollywood Road, and then she had been brought to a brothel, No. 21, Possession Street, where she shared a cubicle with a prostitute.

The Possession Street brothel people denied that the girl had been there.

Mr. Kemp said that though it may have been the moral duty of the defendant to have returned the girl to her parents she had not committed an offence under the ordinance. He accordingly discharged her.

OPTIUM.

A Chinaman charged with unlawful possession of three catties of raw opium was fined \$200 or three months.

CHARGE AGAINST A RESTAURANT. A Chinaman, the keeper of the "London & New York Restaurant," was charged with having his establishment open during prohibited hours, and with entertaining two Chinese constables whilst on duty.

P. Sergeant Sullivan stated that he went to the restaurant at night and saw the two Chinese constables with chopsticks in their hands, their hats and belts were on the table. As soon as they saw him they jumped on to the verandah and crawled under a table.

One of the constables said he had a stomach-ache, and was leaning against the stairs of the restaurant. The keeper asked him to come up and have a cup of tea and some pills to cure him. The other constable accompanied him.

The case was remanded, defendant being allowed bail in the sum of \$1,000.

From Messrs Shevan, Tomes and Co. we have received samples of foot and yard measures, blotting pads, etc., which represent one of the advertising devices of the Fireman's Fund Insurance Co. of California.

BLACK MAILING AT SINGAPORE.

TWO PRISONERS CONVICTED.

Mr. T. Sarkies, accompanied by Insp. Howard, appeared before Mr. Mitchell, at the Singapore Court last week, asking for a warrant for the arrest of two Armenians named Samuel Peter and Mackertichian, under the following circumstances, says the *Straits Times* of the 17th inst. On Wednesday night these two men went to Raffles Hotel and asked Mr. Sarkies for employment. He told them he had nothing for them to do, but gave them \$5. Later on a letter, written in Armenian was brought to him. It had been sent by the defendants.

This, with a translation, was produced. It was a demand for no less a sum than \$1,600; in case of non-compliance Mr. Sarkies was informed that his life would be taken. For, said the writers, "though you may imprison us, there are two others who will carry out what we threaten." The matter was at once reported to the police, and in a short time the men were under detention. A warrant was granted, and the defendants are now charged with attempt at extortion. The other two men are being looked for.

Yesterday afternoon (16th inst.) the two defendants were formally charged by Insp. Howard before Mr. Soth with attempt to commit extortion by putting Mr. T. Sarkies in fear of injury to his person, and thereby attempting to induce him to deliver to them the sum of \$1,600. As the men could not get bail the case was adjourned till this afternoon.

The defendants were duly arraigned before Mr. Soth. Insp. Howard prosecuted. As the defendants could not speak English, Mr. Michael acted as interpreter.

Samuel Peter pleaded guilty, saying that he had been instigated by his companion and another, and at the time he was under the influence of drink.

He was questioned as to whether he understood the nature and consequence of his plea. He replied that he did, and admitted that in writing the letter he committed a foolish act. He would be glad to leave the Colony and go to Java.

Insp. Howard: And do the same thing there.

The second defendant denied having had anything to do with the writing of the letter, though he was acquainted with its contents and went with Peter to the hotel.

Evidence having been given, both men were convicted. No. 1 got three months, the magistrate remarking that he was giving him a very light punishment; No. 2 got all the Court could give him—six months.

BRITISH-GROWN TEA.

At the Society of Arts, Mr. A. G. Stanton read a paper before the Indian Section on "British-grown Tea." Lord George Hamilton, M.P., presided, and there were present, among others, Lord Reay, the Hon. Sir Charles Fremantle, Sir William Lee-Warner, Sir George Birdwood, Sir West Ridgeway, Mr. J. D. Ross, Mr. H. K. Rutherford, Mr. F. A. Roberts, and Mr. C. Thomas.

Mr. Stanton, in the course of his paper, spoke of the extensive use of tea by English all over the world, and said it was no wonder that the idea should have been conceived by Englishmen of growing tea in our own dependencies. The chief part of the tea trade of the world was in the hands of China and Japan until we began to grow it in India and other parts of the Empire. In India it was grown as long ago as 1834; in Ceylon it was not cultivated until a much later period. The only other colony where tea has been commercially grown to any extent is Natal, which has special facilities for its growth owing to the fact that imported tea is subject to a duty of 6d. per lb., which has not to be borne by tea grown in the colony, and as there was Customs Union between the Cape and Natal that market was also opened to the growers free of duty, whilst the recent annexation of the Transvaal and the Orange River Colony and their inclusion in the Customs Union had opened a still larger market. Very little Natal tea, therefore, got outside our African dominions. The acreage at the present time under tea cultivation in that colony was 3,542. Tea-growing was experimentally tried in Jamaica, Fiji, Borneo, and Mauritius and the Straits Settlements, but except in the last named, it had not gone beyond the experimental stage, although there were some 75 acres under cultivation in Jamaica. In the Straits Settlements 35,000 lb. were produced in 1902. British-grown tea had now almost entirely superseded the China product in the United Kingdom as well as in some of our Colonies, while it was gradually displacing it in many other markets. Tea was also grown in the island of Java to the extent of nearly 20,000,000 lb. a year. The total export from tea-producing countries in the year 1902 was 615,000,000 lb., and of this total Great Britain consumed 255,000,000 lb. and her Colonies 60,000,000 lb., so that of all the tea produced at the present time it might be said that the British race took about half, and thus that the subject should be of interest to our fellow-countrymen, whether here or abroad. Without going into the merits of the fiscal question, it was quite intelligible that as long as tea was not grown by our fellow-subjects but by foreigners it should have been taxed, but when its production was so largely in the hands of our countrymen, as had been the case for the last 20 to 30 years, it was somewhat strange that the taxation should have still continued so heavy, and that it should have been impossible to find some other product upon which an impost could be levied which was not so largely grown by our fellow-subjects.

A discussion followed, at the end of which the Chairman remarked that the tea industry deserved well at the hands of the British Empire. In spite of the difficulties with which it had to contend, it had practically achieved a monopoly in the Empire, and in foreign countries the demand for tea was rapidly increasing.

MISCELLANEOUS.

PROFITABLE FOOTBALL.

The *Newcastle Chronicle* says that, including the receipts at the final tie, the competition proper for the Football Association Cup has yielded £38,000 in gate money, and 782,000 people have witnessed the play; but, if to these figures are added the gates taken in the qualifying and intermediate rounds, probably upwards of 1,000,000 people altogether attended the Cup ties, and paid more than £38,000 at the turnstiles.

A REMARKABLE BOUNDARY HIT.

A remarkable boundary hit (says the *Sheffield Daily Telegraph*) was made the other day by one of the patients at the Birmingham Hospital Saturday Home. The batsman drove the ball into an adjoining shrubbery, and the fielders discovered it lodging in a small tree. It had dropped into a thrush's nest, in which were four little ones. The young birds were none the worse, as the ball, being larger than the opening of the nest, rested on the top.

A TESTIMONIAL.

The following story is told of a well-known member of the House of Commons, who is devoted to gardening. It appears he had to dismiss his head gardener on account of the man's habit of taking fruit and vegetables and selling them for his own use. As the man had a wife and large family, he approached his employer the day before he left, with the view of getting a character and testimonial, in order to apply for another place. He got the testimonial, which read thus:—"I hereby certify that my late head gardener got more out of my garden during the time he was with me than any other man I ever employed."

THE "CHINESE MONEYMOON."

Mr. Frank Curzon decided to terminate the run of "A Chinese Money Moon" at the Strand Theatre, London, on Whit Monday. The musical comedy then reached its 1,075th performance at this theatre, the first representation having taken place on October 4, 1901. It is estimated that the profit made on the production is not far short of six figures, and is well over the profit of £84,000 made on the eighteen months' run of "The Belle of New York" at the Shaftesbury. Mr. George Dance, the author of the libretto, has considerably augmented his fortune, and is now a director of the Gaiety Theatre and owns the provincial rights of the piece.

A NOVEL EXPERIMENT.

The Automobile Club, which has rendered inestimable service to the motor car industry by its well-considered efforts to encourage serviceability rather than more speed, a London paper says, is about to extend its sphere of usefulness to the water. It has taken the marine motor under its wing, and has arranged a series of reliability trials to be held in Southampton Water next month, with the object of proving "to the naval authorities, shipping companies, yacht owners, and the public generally, that boats propelled by internal combustion engines can be depended upon for continuous running for various purposes, and that they can be made a safe, cheap, and reliable means of transport." To this end competitions have been arranged for boats of five classes, which are to prove their reliability by running for ten consecutive hours on two successive days, and marks are to be awarded in the proportion of two-thirds for reliability and endurance, one-sixth for speed, and one-sixth for safety and economy of fuel.

A PLAGUE OF RATS.

The journal of the Board of Agriculture states that the departments of Charente, Charente-Inférieure, Vendée, Deux Sèvres, Cher, Maine, and Calvados, have suffered severely from a plague of rats, voles, and field mice, while the loss to the whole country from this cause has been estimated at 200 million francs (£5,000,000) per annum. Local efforts having proved insufficient, the French Government instituted a series of experiments, with the aid of the Pasteur Institute, and have now succeeded in making a poison, known by the name of the discoverer, Dr. Danysz, which, it is claimed, is fatal to rats and voles, but not injurious to mankind or domestic animals. The cost of application is estimated at 4 francs 50 centimes per hectare (about 1s. 6d. per acre), exclusive of labour, which is expected to cost about 5 to 7 francs per hectare (1s. 8d. to 2s. 3d. per acre) more, according to the local rate of pay. With the object of encouraging the use of this method of destroying the pest, the French Government have voted the sum of 350,000 francs (£14,000), which is calculated to be a third of the amount necessary for treating the infested districts.

SUICIDE IN THE UNITED STATES.

It is rather startling to learn, on the authority of statistics published recently in New York, that the annual number of suicides in the United States has nearly doubled in the last ten years. A rising suicide rate has, unhappily, proved a notable feature of the development of modern civilisation, and it must therefore be looked for in a country where life is to an exceptional degree highly strung. Nevertheless, after all allowance is made, the rapidity with which the tendency to self-murder is growing in the United States is nothing short of astonishing. Last year over eight thousand five hundred persons were reported in the newspapers as having taken their own lives, and it is of interest to note that the enterprising city of St. Louis, where the International Exposition is being held, had the largest number in proportion to its population. A particularly melancholy fact is the number of children who kill themselves—nearly always without serious cause. A rebuke from a teacher, a dispute with a play-fellow, a capricious desire to punish those who have offended them—such are the causes assigned for many juvenile suicides. The increasing manifestation of this neurotic precocity, with its deeply significant implications in respect of heredity and environment, is the most disquieting aspect of this very painful subject.

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Hongkong, 10th March, 1904.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The M.M. steamer *Tonkin*, with the next French mail, will leave Saigon on Friday, the 24th inst., at 8 a.m., for this port.

The P. & O. steamer *Socotra* left Singapore for this port on the 23rd inst., at noon.

The A. A. steamer *Himera*, from New York, left Singapore for Manila on the 16th inst., p.m., and is due here on the 30th inst., a.m.

The silk ex the C.P.R. steamer *Tartar* arrived in New York on Tuesday, the 21st inst.

TYPHOON WARNING.

General Edw. S. Bragg, U.S. Consul-General, kindly informs us of the receipt of a dispatch from the Manila Observatory notifying the approach of a typhoon to the S.E. Luzon.

MISCELLANEOUS.

The s.s. *Wongkai* arrived from Bangkok yesterday with 790 tons of rice and 200 tons of timber for Messrs. Butterfield & Swire.

The Austrian steamer *Vindobona* arrived from Miji yesterday. She reports that on the 20th inst., in Lat 27.57'N., Lon. 122.39'E., she passed a vessel from New York. Her name per signal code was "H.W. M.Q."

THE BANGKOK STEAMSHIP LINES.

The steamers of the East Indian Steamship Co., Ltd. and the North German Lloyd Orient Line, are now advertised, the *Bangkok Times* says, under the one heading of the North German Lloyd Orient Line. Elsewhere they have been put under one heading for a considerable time as they are all steamers in the coast fleet of the Norddeutscher Lloyd, Bremen. It will be noted that from the Hongkong line there have disappeared the *Phre Chom Kiao*, the *Phre Chua Chom Kiao*, the *Mongkut*, the *Kong Beng* and the *Taichow*. The smallest vessel on this line now is 1,500 tons.

BRITISH STEAMER LOST.

The British steamer *Turret Bay*, mistaking the foghorn on St. Paul's Island, in the Lawrence River, struck a reef on the 20th ult. and sunk within twenty minutes. Of the crew of twenty-two, eight were washed overboard by the terrific seas which broke over the vessel, and of the thirteen who, with Captain Bilton, were rescued by the lifeboat, five died from exhaustion before reaching land. The *Turret Bay*, an English steel vessel, built on the Wear in 1884, was of 2,211 gross tonnage, owned in Canada, but registered in Newcastle. She was loaded with cement and bound from Montreal to Sydney.

OUTRAGE ON BRITISH CAPTAIN.

The Liverpool Merchant Service Guild is claiming compensation, through Lord Lansdowne, for an outrage on one of its members—Captain J. M. Westcott, of the Leyland Liner *Antillean*—by Mexican Customs authorities at Chonecan. On an unfounded charge of smuggling Captain Westcott was confined in a common gaol at Vera Cruz, amid filthy surroundings. The frightful air of the place caused serious illness. He was afterwards lodged in the criminal ward of the hospital, where there were even greater horrors, until released on the remonstrance of the British Minister at Mexico City on personal bail. Captain Westcott has returned home a physical wreck due to his outrageous treatment. He is claiming £1,000 damages for himself and £5,000 for the owners.

AN INGENUOUS DEVICE.

Captain Iver Mattson, of the Norwegian barque *Elova*, who brought his vessel to South Africa last month, invented a novel and ingenious method of stopping a leak at sea. Bound from Norway to Capetown, the *Elova* experienced terrific weather in the Bay of Biscay, and was compelled to lie to for six days. In the buffeting that she received she sprang a leak, which let in the water at the rate of six inches an hour. All hands were kept at the pumps day and night without intermission. As the gale abated the vessel drove before it, calmer seas. Captain Mattson found that the leak was getting worse, and he had a windmill rigged up to help the men. Even this was found insufficient, so he had recourse to his ingenuity. He constructed a great waterproof canvas bag, sixteen feet long, six feet in circumference, and two feet in diameter. This he kept extended by means of hoops. A window of glass was let into the side, five feet from the bottom. Then the captain stepped into the bag, and by means of tackle he was drawn under water, so that he could see the leak. The other end of the bag, being open and above water, he had plenty of air, and also the opportunity of communicating with his men. Two sheets had been made, and were tightly bound at his wrists, so that he could work freely. In this way, looking at the leak through the window in the bag, he worked steadily while the ship was holed to ten feet below the waves. At one time it seemed that the work would cost the captain his life, as the chafing of his feet against the vessel's side wore a hole in the bag, and the water entered and covered him. But he was drawn up in good time, the bag was repaired, and the leak stopped.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 23rd at 11.50 a.m. The barometer has fallen in S. China and in the Philippines and at almost all other stations."

Gradients are slight on the China Coast and moderate E. winds will be met with in the Formosa Channel and moderate S. winds in the northern part of the China Sea.

There is a depression in the Pacific to the east of Luzon. Forecast:—Light S.E. winds, fine. N.B.—No information has been received this morning from the northern or western regions.



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Hongkong, 1st June, 1904. [1387]

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Hongkong, 18th November, 1901. [57]

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LISHMENT IN THE FAR EAST.
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COMMENTS ON GOLF.

I have been making experiments lately (says Mr. Horace Hutchinson in the *Westminster Gazette*) on certain vile bodies, including, and indeed starting with, my own, with a view to illustrating the operation of that deadly original sin of every golfer—shortness in the approach. The result of experiments has been appalling in its revelation of the general depth of this vice in which we are sunk. The first gleam of the portentous revelation came to me when I was practising mashie approaches on a lawn. I had a dozen balls, and I played at a certain hole with all of them from the same place. The hole was out on the open green; there was no hazard beyond into which there was danger of going if one overran; and yet I found to my dismay that, though I seemed to be hitting the approaches fairly well, only two out of the twelve balls were up to the hole. I had not begun to think of the thing from the point of view of the hessitating nature of the sin of being short until I noticed this fearful fact; and it is not until one begins playing a lot of balls at the same hole from the same place that one is at all likely to get such a revelation. And even then it is necessary that you should not be playing especially in order to see what proportion of the balls will be short. If you have that conscious purpose behind you, it spoils the test. And yet, even when you have this deliberate aim and resolution—to be up—at the back of your mind, still it is very wonderful how difficult it is to persuade the unaccustomed muscles (accustomed to obey instinctively, and with the unfailing instinct to be short) to put in the extra bit of force that the reason tries to induce them to apply. Still in spite of all resolutions, unless indeed you hit absurdly and wildly strong, you will find the great majority of the balls stopping short of the object of aim. It is a terrible self-betrayal, yet wholesome, no doubt, it is further, quite wonderful what a thrill of horror seems to catch you when you do see your ball going just a little beyond the hole—that feeling in itself should suffice to show how unusual is a phenomenon which can produce so dire, even if momentary, an impression. You find yourself much more alarmed and distressed by the ball that goes one yard past the hole than by one that stops three yards short, and even the ball that just reaches the hole fills you with terror as you see it in the air, lest it should be fearfully far. But, after all, what is to happen to you if you are past? There is no more danger, as a rule, beyond the hole than this side of it. Why have we this common infirmity? That it is common there is no dispute; yet never has its universal nature been so clearly shown to me as since I have commenced these experiments. For I did not rest content with what I proved by my own disgusting efforts—I tried the experiment on others. I did not explain to them that they were being made the victims of any particular test. I only put a dozen balls in a line and told them to approach a certain hole; and the result of a series of experiments is to show that the very utmost you need expect to be up to the hole is one ball out of four—three out of twelve. Of these three the merit of one, as a rule, has to be discounted, for the result is due only to half-topping with a lofted approaching club, and the consequent projection of the ball far beyond the distance that the player's mind and muscle had arranged that the ball should go. Leaving, then, that entirely accidental shot out of the count, the average of balls that are found to reach the hole is only one in six, and hardly so much. On the other hand, there is, of course, this to be said, that an uncertain proportion are shorter, in consequence of self-lifting the ground, than the players had intended; but giving this consideration its full force, the sad fact remains that in not more than one case out of four, on the most generous estimate, does the ordinary golfer make his calculations on a basis that will take the ball as far as the hole—and that, in spite of all the copy-book injunctions that he has read, learned, and inwardly digested from his infancy about "Be up," "The hole never comes to you," and all the rest of the wise saws. And why? What is the explanation of this terror of the region beyond the hole? Somewhere, in secret psychological recesses, the cause must be hid, but I cannot find it.

It would be even more to the purpose, no doubt, if one could find a cure. Personally (and one has to quote from one's own experience, because one sees and knows so much more of one's own play than of anyone else) I always find that I am playing my approaches best when I begin to play with a ball that goes from the club a little quicker and carries a little farther than the ball with which I have been doing most of my recent practice. For instance, if I pass from practice with a "gutter" to a Haskell or any other of the rubber-filled tribe, I find for a short time I can approach beautifully. The ball flies up to the hole—really up to the hole, not stopping short of it—every time that I hit it according to my intention. It is a blessed state that is very transitory. When once I have "got into the strength," as we say, of the Haskell I relapse into the ancient vicious condition, and my normal approach stops yards short of the hole. It is only because I overrated the requisite strength for a while, after practice with the less lively "gutter," that I succeeded without effort in being up. So that perhaps is one way of salvation. There is another possible one, which I have not tried, and which might conceivably be more lasting in its good effect; but it is only possible for those who have at hand a lawn or piece of ground where they can do as they will in regard to their practice. It is a system analogous to that of the game of curling, with its "hog" line. If you could play a series of approaching matches on this lawn, or any species

of goose-green or cut-garden that you use as your own, then there is no reason in the world why you should not mark out a "hog" line with whitewash, say four yards short of the hole, and penalise with the most terrific penalties you please—that it means a lost hole, and let each hole be played for a vast sum of money, if you like—inflicted on the player of the ball that does not pass the "hog" line. It is a scheme that has all the beauty of simplicity, and it seems likely that if only we could form the habit (and it is a habit that practices with the "hog" line hardly could fail to help us in forming) of playing our approaches beyond this line, we should then carry the habit of bolder approaching with us even when the hoggish Rubicon was not there to encourage us. At least, it might be worth the trying for those of us who have the opportunity.

The distance that the line should be drawn from the hole depends, obviously, on the distance from which the approach is being practised. The system might be applied equally to approach putting, only with the line nearer the hole, as to mashie approaching; but it is not so invariably the case with the putter as with the mashie that a vast majority of the shots fail to reach the hole. The tendency here, too, is to be short, but it is not quite so besetting as when the lofting club is used. For longer iron approaches, the "hog" line should be back further still than for the short mashie shot, but it is useless to attempt to state the distances in linear measure, because the speed of the ground must modify them. On very keen ground a shot from thirty yards that puts you within four of the hole is a very fine one, but when the ground is heavy, so that you can play boldly, the ideal of your ambition might be for a closer approach than this. On rough ground you cannot approach so accurately as when the surface is smooth. All these conditions would affect the proper place of the "hog" line; but in all cases alike it might be applied in principle, and it is hardly possible that it would not be of some avail. There is a difference in the characters of men that reveals itself most markedly in their golf, and the man who is brave by nature will be up in his putts more often than he who is by nature timorous; but no man yet born is brave enough: no man is up as often as he is short.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, by Order of the Supreme Court of Hongkong (Original Jurisdiction),
(TO-DAY (FRIDAY),
the 24th JUNE, 1904, at Noon, where she now lies in Causeway Bay,
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Hongkong, 22nd June, 1904. [1549]

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the 25th JUNE, 1904, commencing at 2.30 P.M., at No. 3, CHANCERY LANE,
A COLLECTION OF
VALUABLE HOUSEHOLD
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(Particulars from Catalogue).
TERMS:—Cash on delivery.
On view from Friday, the 24th June, 1904,
LEO P. LAMBERT,
Auctioneer.
Hongkong, 21st June, 1904. [1533]

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THE Undersigned has received instructions to Sell by Public Auction,
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MONDAY,
the 27th JUNE, 1904, commencing at 2.45 P.M., at "CRESTFORD," Mount Gough,
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Bottled in Japan by H. E. REYNELL & CO.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [1169]

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SURGEON DENTIST.
No. 19, D'AGUIAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

報新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS
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ON SALE.

MAP OF THE SHANGHAI OR WEST RIVER.
From HONGKONG TO WUHOOW, Showing the Ports and Colling Places
Opened for Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

SHIPPING.

ARRIVALS.
 June 22, FOYLE, British str., 2,690, T. A. Page, Kutchinoff.
 June 22, VINDOBONA, Austrian str., 2,694, B. Cabel, Moji 18th June, General.—SANDER, WIELER & Co.
 June 22, ZIETEN, German steamer, 4,890, B. Wilhelm, Poochow 20th June, General.—MELCHERS & Co.
 June 23, CHUYEN, Chinese str., from Canton.
 June 23, PALAMCOTTA, British str., 2,208, A. J. Windbank, Rangoon and Straits 16th June, General.—JARDINE, MATHESON & Co.
 June 23, WONGKOL, German str., 1,115, J. Bruhn, Bangkok via Swatow 15th June, Rice and Wood.—BUTTERFIELD & SWIRE

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 23rd June.
 C. Paul, Louis, German str., for Shanghai.
 Hue, French str., for Kowloon.
 Sign, German str., for Hongkong.

DEPARTURES.
 23rd June.
 BUCENTAU, British str., for Nagasaki.
 DI CIMA, German str., for Chiofo.
 ESANI, British str., for Canton.
 HAICHU, British str., for Coast Ports.
 JOH NKA, British ship, for Kolo.
 KANG, British str., for Shanghai.
 KREMON, German str., for Bangkok.
 LONGB, German str., for Shanghai.
 NUBIA, German str., for Manila.
 THAIOT, British str., for Manila.
 THAIOT, British str., for Shanghai.

VESSELS IN DOCK.
 23rd June.
 ABERDEEN DOCK.—
 K. Wilson, U. S. S. Pathfinder.
 U. S. S. General Albatross, Kowloon.
 COMPTON DOCK.—

VESSELS ON THE BECK



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship.

"VINDOBONA." Captain Cabel, will be despatched as above TO-DAY, the 24th inst., p.m.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Hongkong, 18th June, 1904.

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"COURTFIELD."

Captain Martin, will be despatched as above on or about the 24th June.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904,

at 1 p.m., the Company's Steamship

"HIMALAYA," Captain J. Combe, with

Mails, Passengers, Specie and Cargo, will

leave this Port for MARSEILLES via Ports

of Call, WITHOUT TRANSIT, bound for

MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 27th June. Specie and

Parcels received until 4 p.m. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th June, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND

Ports, and taking through Cargo to

ADLAIDE, NEW ZEALAND, TASMANIA,

(&c.)

THE Steamship

"AUSTRALIAN."

Captain W. G. McArthur, will be despatched

for the above ports on SATURDAY, the 2nd

July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber,

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, & LONDON, &c. via PORTS OF CALL	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	To-day, at 5 p.m.
LONDON, AMSTERDAM & ANTWERP	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	Butterfield & Swire	Butterfield & Swire	5th July.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 21st July.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	Butterfield & Swire	Butterfield & Swire	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	Butterfield & Swire	Butterfield & Swire	16th Aug.
MARSEILLES, &c. via PORTS OF CALL	HIMALAYA	Brit. str.	J. Combe	MESSAGERIES MARITIMES	25th inst., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Berentzen	MELCHERS & Co.	6th July.
BREMEN, via PORTS OF CALL	ZIETEN	Ger. str.	Wilhelm	HAMBURG-AMERIKA LINIE	To-day, at Noon
HAMBURG DIRECT	BATAVIA	Ger. str.	Dempwolf	HAMBURG-AMERIKA LINIE	To-day, at 5 p.m.
HAVRE, BREMEN & HAMBURG	NURNBERG	Ger. str.	Jahrg	HAMBURG-AMERIKA LINIE	6th July.
HAVRE & HAMBURG	C. FERD LAETZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	10th Aug.
HAVRE & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	BADENIA	Ger. str.	Mittelf	HAMBURG-AMERIKA LINIE	5th Sep.
TRIESTE, &c. via SINGAPORE, & GENOA, MARSEILLES & LIVERPOOL	ANDALUSIA	Ger. str.	Schmidt	SANDER, WIELER & Co.	To-day, p.m.
GENOA, MARSEILLES & LIVERPOOL	DIONED	Brit. str.	Cobol	BUTTERFIELD & SWIRE	15th inst.
NEW YORK, via SUEZ CANAL	SARFEDON	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 1st July.
NEW YORK, via PORTS & SUEZ CANAL	SCHUYLKILL	Brit. str.	Standard Oil Co.	Standard Oil Co.	About 28th inst.
DURBAN	R. CASTLE	Brit. str.	Dodwell & Co. Ltd.	Dodwell & Co. Ltd.	About 24th inst.
VANCOUVER, via SHANGHAI, &c.	COURFIELD	Brit. str.	GIBB, LIVINGSTON & CO.	GIBB, LIVINGSTON & CO.	13th July.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	20th July.
VICTORIA (B.C.) & TACOMA via N. SAKI, &c.	ATHENIAN	Brit. str.	Dodwell & Co. Limited	Dodwell & Co. Limited	28th inst.
PORTLAND, OREGON	TREBONT	Brit. str.	T. W. Garlick	Butterfield & Swire	11th July.
AUSTRALIAN PORTS	OANSA	Brit. str.	W. G. McArthur	Butterfield & Swire	14th July.
AUSTRALIAN PORTS	ANDALUSIA	Brit. str.	Butterfield & Swire	Butterfield & Swire	2nd July, at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHIKUGU	Brit. str.	P. & O. S. N. Co.	P. & O. S. N. Co.	5th July.
SHANGHAI	SOCOTRA	Brit. str.	C. J. Benton	Butterfield & Swire	About 24th inst.
SHANGHAI, MOJI & YOKOHAMA	HEPHER	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-morrow.
SHANGHAI, MOJI & YOKOHAMA	LINAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 27th inst.
SHANGHAI, MOJI & YOKOHAMA	TOKIN	Brit. str.	Schmidt	MESSAGERIES MARITIMES	About 30th inst.
CHUSAN	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	6th July, 10 a.m.
TRIMPH	TRIMPH	Brit. str.	A. Hansen	OSAKA SHOSHEN KAISHA	3rd July, 10 a.m.
FRITHJOE	FRITHJOE	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	10th July, 10 a.m.
M. STRIVE	M. STRIVE	Brit. str.	T. Brandt	OSAKA SHOSHEN KAISHA	13th July, 10 a.m.
TRITOS	TRITOS	Brit. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 10 a.m.
RUBI	RUBI	Brit. str.	R. W. Almond	Butterfield & Swire	29th inst.
FAHANG	FAHANG	Brit. str.	R. Rodger	Butterfield & Swire	2nd July, 10 a.m.
SHAWMUT	SHAWMUT	Brit. str.	W. M. Smith	Dodwell & Co. Ltd.	About 12th Aug.
CEBU & ILOILO	SHAWMUT	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-morrow, Noon.
JAVA PORTS	KAIFONG	Brit. str.	Jarriannse	JAVA-CHINA-JAPAN LINE	To-day.

THE EAST ASIATIC COMPANY, LIMITED
 FOR MARSEILLES, HAVRE AND COPENHAGEN.

THE Danish Steamer

"PRINSESSE MARIE."

Captain Berentzen, will leave for the above

ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 17th June, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Capt. Wm. Robinson, of 1088 tons, Registered, is

the newest, fastest and most luxuriously furnished

steamer on the line and is lighted throughout

with electricity; hot and cold water service.

The cuisine is unexcelled.

Leaving Hongkong every MONDAY,

WEDNESDAY and FRIDAY EVENING,

at 9 p.m. and returning from Canton every

following evening at 5 p.m.

1st Class ... \$3.00 for Single journey

2nd " ... 1.50 " " "

Meals ... 1.00 each.

The steamer's wharf is at the Western end of

Wing Lok Street.

YUK ON S.S. CO. LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week

days, at 7.30 a.m.; on Excursion

Sundays, at 8.30 a.m.; from Macao week days

at about 2 p.m. and Sundays about 7.30 p.m.

FARE—(week days) 1st Class (including cabin

and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY

SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangul, leaves Hongkong for Canton

at 9 p.m. on SUNDAY, TUESDAYS and

THURSDAYS, returning to Hongkong the

following days, leaving Canton at 5 p.m., taking

passengers and cargo as usual.

The S.S. "CHARLES HARDOUN." Captain Merin,

leaves Hongkong on MON. DAYS, WEDNESDAYS and FRIDAYS, at

the usual hour.

These two magnificent and up-to-date

steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$9.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese80

Deck30

The Company's Wharf is at the end of Queen

Street, Praya West.

For further particulars, apply to

The Pharmacy, Queen's Road Central,

Hongkong, 23rd March, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for

Canton at 8.30 p.m. on SUNDAYS, TUES-

DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 p.m. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,

No. 147, Connaught Road Central,

Hongkong, 15th March, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"FRITHJOE"	SUNDAY, 3rd July, at 10 a.m.
FOOCHOW VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 6th July, at 10 a.m.
TAMSUI VIA SWATOW AND AMOY	"M. STRIVE"	SUNDAY, 10th July, at 10 a.m.
ANPING VIA SWATOW AND AMOY	"TRITOS"	WEDNESDAY, 13th July, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 20th June, 1904.

T. ARIMA, Manager.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"NICOMEDIA" 4,370 Wagner July 14th, 1904.

"ARABIA" 4,488 Bahle August 14th, 1904.

"ARAGONIA" 5,198 September 14th, 1904.

"NUMANTIA" 4,370 October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	SAIL
GLASGOW AND LIVERPOOL.	"MOYUNE"	On 1st July.	
GLASGOW AND LIVERPOOL.	"OANFA"	On 11th July.	
GLASGOW AND LIVERPOOL.	"SARPEDON"	On 15th July.	
GLASGOW AND LIVERPOOL.	"PELEUS"	On 23rd July.	
GLASGOW AND LIVERPOOL.	"AJAX"	On 29th July.	

FOR	STEAMERS	TO	SAIL
LONDON, AMSTERDAM and ANTWERP.	"YANGTZE"	On 5th July.	
GENOA, MARSEILLES and LIVERPOOL.	"DIOMED"	On 15th July.	
LONDON, AMSTERDAM and ANTWERP.	"KINTUCK"	On 19th July.	
LONDON, AMSTERDAM and ANTWERP.	"KEEMUN"	On 2nd August.	
LONDON, AMSTERDAM and ANTWERP.	"MOYUNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL.	"SARPEDON"	On 20th August.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"OANFA"	On 14th July.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (10-11)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	SAIL
SHANGHAI	"HUPEH"	On 25th June.	
CEBU AND ILOILO	"KAIFONG"	On 25th June, Noon.	
SHANGHAI	"LINAN"	On 27th June.	
MANILA	"TAMING"	On 29th June.	

PORT ARTHUR, THURSDAY.

ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (12)

Hongkong, 24th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Schmitz, will be despatched for the
above ports on or about MONDAY, the 27th
instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 21st June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE" ... 25th June

"ST. ELLIANS" ... 10th July

"LOWTHER CASTLE" ... 31st July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 23rd June, 1904.

HE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL."

Captain G. Phillips, carrying his
Majesty's Mails, will be despatched for the
ports of Bombay, etc., on SATURDAY, the 2nd
JULY, at Noon, taking passengers and
cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Oriental," due
in London on the 15th August.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th June, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

STEAMSHIP "YARRA."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.

Charente and Douro, from Havre ex s.s.

Douro, in connection with above Steamer, are

herby informed that their Goods, with the

exception of Opium, Treasure and Valuables,

are being landed and stored at their risks into

the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., at Kowloon,

whence delivery may be obtained immediately

after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee

before Noon, To-day, the 17th inst., requesting

it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after Friday, the 24th inst., at Noon, will

be subject to rent and landing charges.

All claims must be sent in to me on or before

the 24th inst., or they will not be recognised.

All damaged packages will be examined on

Friday, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th June, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN."

are hereby notified that if/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 23rd inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M., on the 28th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown and all Goods

remaining undelivered after the 28th inst., will

be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the

30th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st June, 1904.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-
WERP, LONDON AND PORTS.

THE Company's Chartered Steamship

"BUCENTAUR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before

4 P.M., To-day, the 21st inst.

Goods not cleared before the 27th inst., will

be subject to rent.

All ship-damaged packages must be left in

the Godowns and notice of same sent to this

Office before the 30th inst., or claims in con-
nection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.
Hongkong, 21st June, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out, Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

1 P.M., To-day, the 21st inst.

Goods not cleared by the 27th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

two days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1904.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON."

OF THE NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.,

To-morrow, the 22nd inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 29th instant, will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on Wednesday, the 29th instant, at

9.30 A.M.

All Claims must reach us before the 3rd of

July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1904.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE."

Captain W. A. Evans, having arrived from

the above ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

limited, at Kowloon, and stored at Consignee's

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 26th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 27th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 20th June, 1904.

FROM NEW YORK.

THE H.A.L. Steamship

"NUBIA."

Captain Habel, having arrived from the

above port, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

To-day, the 21st inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 28th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

